

Amendments to the CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF CLAIMS:

1-12. (Canceled).

13. (New) A collection system for a ventilation/pressure-equalizing system, used to aerate and de-aerate a fuel tank, of a motor vehicle, the collection system comprising:

A, a collection arrangement that includes adjacent and separate chambers, wherein a first one of the chambers is used as a temporary storage chamber for liquid fuel and is connected to a return line in the fuel tank, wherein the chambers are configured so that for an approximately horizontal alignment of the fuel tank or the ventilation/pressure-equalizing system, liquid fuel does not travel from one of the chambers into the other of the chambers, wherein the liquid fuel that penetrates the ventilation/pressure-equalizing system is collected in the temporary storage chamber and emptiable via the return line.

14. (New) The system of claim 13, wherein the return line is simultaneously used as at least one of an aeration line and a de-aeration line.

15. (New) The system of claim 13, the return line has a gradient with respect to the fuel tank when it is horizontally aligned, so that the return line empties at its lowest point into the fuel tank.

16. (New) The system of claim 15, wherein for the horizontally aligned fuel tank, the ventilation/pressure-equalizing system is at least approximately horizontally aligned, so that the temporary storage chamber is automatically emptiable via the return line to return the fuel to the a main reservoir of the fuel tank.

17. (New) The system of claim 13, wherein the collection arrangement is a branching element, and includes at least one of a flow obstacle and a labyrinth.

18. (New) The system of claim 13, wherein:

the collection arrangement is configured to connect the return line and de-aeration lines to one another, the de-aeration lines each ending in a different one of the chambers of the collection arrangement; and

a first one of the de-aeration lines is arranged between the collection arrangement and a tube line on a side of the fuel tank for discharging gases or fuel vapors from the main reservoir of the fuel tank, and a second one of the de-aeration lines is arranged between the collection arrangement and a line element located outside of the fuel tank.

19. The system of claim 18, wherein:

the first de-aeration line empties into the first chamber which is connected to the return line; and

via the de-aeration lines, the fuel vapors or the gases may be conducted out of or into the fuel tank, and the fuel is separable from the flow of the fuel vapors or the gases via the collection arrangement, so as to collect any of the liquid fuel flowing through the de-aeration line.

20. (New) The system of claim 18, wherein line element includes at least one of a fuel vapor filter and an active carbon filter.

21. (New) The system of claim 18, wherein the return line is also used as an aeration/de-aeration line.

22. (New) The system of claim 18, wherein the chambers are separated by a vertically aligned wall, the wall having a through hole for the gases or fuel vapors.

23. (New) The system of claim 22, wherein the wall is higher than an expected or possible maximum fluid level within the collection arrangement for a horizontally aligned fuel tank, and the through hole is above this maximum level.

24. (New) The system of claim 23, wherein the wall is arranged so that liquid fuel overflows it in a dam-like manner.

25. (New) The system of claim 18, wherein one of a non-return valve and a float-roll-over valve, which prevents liquid fuel from entering, is arranged in one of the aeration/de-aeration lines.

26. (New) The system of claim 25, wherein the valve is arranged at the lowest point of the aeration/de-aeration line.

27. (New) The system of claim 25, wherein the aeration/de-aeration line with the valve is used as a return line through which separated fuel returns to the main reservoir of the fuel tank.

28. (New) The system of claim 18, wherein:
the de-aeration lines inside of the fuel tank both empty into the first chamber of the collection arrangement, which is arranged in a middle region of the fuel tank, above a maximum fuel level for a horizontally arranged fuel tank, the first chamber forming a reservoir for liquid fuel that starts from the de-aeration lines and expands in an upward direction; and

the second chamber is arranged adjacent or above the first chamber, wherein a discharge-side of the second chamber extends directly over and into one of the de-aeration lines.

29. (New) The system of claim 28, wherein the chambers and the wall therein include a labyrinth-like shape, so that the liquid fuel is separated in the first chamber of the collection arrangement.

30. (New) The system of claim 28, wherein the collection arrangement is configured in as a reverse siphon.

31. (New) The system of claim 28, wherein for an almost horizontally arranged fuel tank, the de-aeration lines inside of the fuel tank have a certain inclination from a middle region, at which a highest point is located, to an outer region, at which a lowest point is located and at which valves are positioned.

32. (New) The system of claim 28, wherein for a horizontally arranged fuel tank, the lines are also used as return lines for liquid fuel that has entered the ventilation/pressure-equalizing system.

117
x 2 33. (New) The system of claim 13, wherein the collection arrangement includes first connections for the de-aeration lines inside of the fuel tank, the first connections leading directly into the first chamber, which is used as a collection volume for the liquid fuel in addition to the de-aeration lines.

117
x 2 34. (New) The system of claim 13, wherein the first chamber is separated from the second chamber by a largely level dividing wall, the through hole being high with respect to a level that a fuel surge may flow through the lines so that the liquid fuel barely splashes over the dividing wall, one of the de-aeration lines leading in an outward direction is connected to the second chamber.

117
x 1 35. (New) The system of claim 13, wherein end segments of the de-aeration lines include float-roll-over valves to close the lines in response to a threat of the liquid fuel entering from the main fuel tank to the ventilation/pressure-equalizing system.

36. (New) The system of claim 35, wherein the float-roll-over valve includes an inert spherical mass element that is supported on a funnel-shaped surface and, in response to an increase in transverse acceleration, is pressed toward the outside to block the valve.

37. (New) The system of claim 36, further comprising a float element that, in response to the valve being immersed in the liquid fuel, is pressed in an upward direction to block the valve.

38. (New) The system of claim 37, wherein the float element also causes the valve to close even for a roll-over of the vehicle.

39. (New) The system of claim 35, wherein the valves only block on one side, so that the liquid fuel may flow through openings in the valves for an approximately horizontally aligned ventilation/pressure-equalizing system.

63
X 2
40. (New) The system of claim 13, wherein the chambers are separated by a dam-shaped wall, which borders the through hole for the gases or fuel vapors, and which is higher than an expected maximum fuel level, and the collection arrangement includes line connections for the aeration/de-aeration lines or return lines, and is used as a branching element.

MA MA
41. (New) The system of claim 13, wherein the collection arrangement is made of a thermoplastic, fuel-resistant plastic.

13
AI
42. (New) The system of claim 35, wherein, in response to a cornering maneuver of the motor vehicle, the valves are submerged in the liquid fuel so that if any of the fuel penetrates the ventilation/pressure-equalizing system and flows through the de-aeration lines, one of the de-aeration lines leads in an outward direction to a filter and is decoupled via the collection arrangement from the lines which are inside of the fuel tank, so that the liquid fuel does not penetrate the line leading in the outward direction. NO APP

102
43. (New) The system of claim 13, wherein the lines are arranged with a gradient for an approximately horizontally aligned fuel tank, so as to enable an unhindered backflow of the liquid fuel into the fuel tank, so that the fuel is not trapped in the ventilation/pressure-equalizing system.

44. (New) The system of claim 13, wherein the first chamber is separated from the second chamber by a largely level dividing wall, so that a level of the second chamber is not greater than a level of the first chamber.

45. (New) The system of claim 13, wherein the first chamber is used a branching element within the ventilation/pressure-equalizing system.